

# MEMORIALS AND MUSEUMS MASTER PLAN



NATIONAL CAPITAL PLANNING COMMISSION

**DRAFT SUMMARY**

## INTRODUCTION

PIERRE L'ENFANT CONCEIVED OF WASHINGTON AS A SYMBOLIC LANDSCAPE THAT WOULD SERVE SIMULTANEOUSLY AS "THE CAPITAL OF THIS VAST EMPIRE" AND AN EMBLEM OF THE NEW DEMOCRATIC EXPERIMENT UNDERWAY IN AMERICA. SO OVER A NETWORK OF SWEEPING CEREMONIAL BOULEVARDS, EXPRESSIONS OF THE NATION'S OPENNESS AND GRAND ASPIRATIONS, HE LAID A GRID OF NARROWER NEIGHBORHOOD STREETS REPRESENTING THE CONVERGENCE OF FEDERAL AND LOCAL INTERESTS. AND WHERE THE TWO INTERSECTED HE PROPOSED CIRCLES, SQUARES AND OTHER PUBLIC SPACES TO SERVE AS FOCAL POINTS OF CIVIC AND COMMUNITY LIFE.



THE MCMILLAN PLAN, THE LEGACY PLAN AND NOW THE **MEMORIALS AND MUSEUMS MASTER PLAN** ALL REPRESENT EXTENSIONS AND REFINEMENTS OF L'ENFANT'S IDEAS.

THE MCMILLAN PLAN OF 1901 INSPIRED THE MALL AS WE KNOW IT TODAY, EXTENDING IT AS FAR AS THE POTOMAC RIVER AND SURROUNDING IT WITH A SUPERB SYSTEM OF PARKS AND GARDENS THAT EXTEND BEYOND THE ORIGINAL CITY.

THE LEGACY PLAN OF 1997 CALLED FOR RECENTERING WASHINGTON ON THE CAPITOL AND ENCOURAGED THE DISTRIBUTION OF NEW MUSEUMS AND MEMORIALS TO ALL QUADRANTS OF THE CITY.

THE **MEMORIALS AND MUSEUMS MASTER PLAN** SUPPLIES A NEW RATIONALE FOR THIS DISTRIBUTION SO THAT FUTURE GENERATIONS OF AMERICANS WILL HAVE AN ABUNDANT SUPPLY OF SITES FOR THEIR OWN COMMEMORATIVE AND CULTURAL PURPOSES. CURRENTLY, MEMORIAL SITES ARE CONSIDERED TO BE MORE SIGNIFICANT IF THEY ARE IN CLOSE PROXIMITY TO THE MALL. THE MASTER PLAN EXPANDS THE DEFINITION OF SIGNIFICANT SITES TO INCLUDE THOSE THAT HAVE IMPORTANT VISUAL AND SYMBOLIC CONNECTIONS TO THE CAPITOL, THE WHITE HOUSE AND OTHER NATIONAL LANDMARKS.

IT ENCOURAGES THE CREATION OF NEW TYPES OF MONUMENTS AND MEMORIALS—PLAZAS, GARDENS, WATERWORKS, RENOVATED BUILDINGS—THAT GO BEYOND EQUESTRIAN STATUES AND NEO-CLASSICAL TEMPLES. AND IT SEEKS TO ACHIEVE PUBLIC CONSENSUS ON APPROPRIATE COMMEMORATIVE SITES.

THE **MEMORIALS AND MUSEUMS MASTER PLAN** IS A COLLABORATIVE EFFORT OF THE NATIONAL CAPITAL PLANNING COMMISSION, THE COMMISSION OF FINE ARTS AND THE NATIONAL CAPITAL MEMORIAL COMMISSION. IN 1997 THESE THREE FEDERAL AGENCIES FORMED A JOINT TASK FORCE TO EXPLORE THE FUTURE OF MEMORIALS AND MUSEUMS IN WASHINGTON, WITH NCPC DIRECTED BY CONGRESS TO DEVELOP A MASTER PLAN. IN THAT EFFORT THEY HAVE BEEN ASSISTED BY NATIONALLY RECOGNIZED PLANNERS AND URBAN DESIGNERS AS WELL AS LOCAL CIVIC AND COMMUNITY GROUPS. THEY HAVE ALSO DRAWN EXTENSIVELY ON WORK ALREADY DONE, NOT ONLY IN THIS DECADE BUT DATING BACK TO THE FOUNDING OF THE CITY. THE DOCUMENT IS NOT AN EXPEDIENT CREATION OF THE MOMENT, THEREFORE, BUT A PLAN WITH A PEDIGREE THAT STRETCHES BACK MORE THAN 200 YEARS.

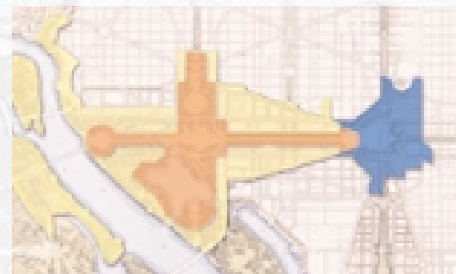
## PLAN HIGHLIGHTS

THE NEW MEMORIALS AND MUSEUMS MASTER PLAN, LIKE THE LEGACY PLAN THAT PRECEDED IT, RESPONDS CREATIVELY TO PROJECTED OVERBUILDING IN THE MONUMENTAL CORE. IF HISTORIC TRENDS CONTINUE, AT LEAST 50 MAJOR COMMEMORATIVE WORKS COULD BE CONSTRUCTED IN THE NEXT 50 YEARS, WHICH IS FAR TOO MANY FOR THE MALL AND THE MONUMENTAL CORE TO ABSORB. BOTH PLANS RECOMMEND RESTRICTING FUTURE BUILDING ON THE MALL AND DISTRIBUTING NEW MEMORIALS AND MUSEUMS TO OTHER PARTS OF THE CITY. YET THE MEMORIALS AND MUSEUMS MASTER PLAN TAKES THE RECOMMENDATION FURTHER IN FOUR SIGNIFICANT WAYS.

**ONE** It calls for amending the existing Commemorative Works Act to include a Reserve. If approved by Congress, an area extending from the Capitol to the Lincoln Memorial and the White House to the Jefferson Memorial would be off limits to new museums and memorials. The three principal review agencies—the National Capital Planning Commission, the Commission of Fine Arts and the National Capital Memorial Commission—have already adopted policies that say No to all new commemorative proposals in this zone. The adjacent federal land, known as Area I, will be enlarged slightly while continuing to accommodate works of “preeminent historic and national significance.” Additional museums and memorials will be urged to locate outside these two areas, on riverfronts, overlooks and major corridors into the District.



*Small memorials, like the one above, will dot the Potomac and Anacostia waterfronts. The Reserve, in red (below), will be off limits to new memorial sites. The adjacent federal land, in yellow, will be restricted to memorials of preeminent historic and national significance.*



**TWO** The plan creates a new geography of commemoration for Washington, keyed to major streets, avenues and topographical features. The most important element is a Waterfront Crescent encompassing major open spaces along the Potomac and Anacostia Rivers. Nearly one-third of the sites in the plan's inventory are in this zone. They are complemented by a network of Monumental Corridors—Pennsylvania, Maryland and New York Avenues and North, South and East Capitol Streets—that provide important visual and symbolic connections to the Capitol, the White House and other landmarks.

The plan pays special attention to the city's notable topographical features, including Rock Creek Park, McMillan Reservoir and Brentwood Park. Through the strategic placement of memorials and museums, it also connects communities across the Anacostia River and the Florida Avenue escarpment to the Monumental Core.

**THREE** The plan identifies and evaluates 102 potential sites, of which 19 are considered Prime Sites appropriate for a major museum or memorial. These evaluations, included in the Technical Report, identify the size, location, transit connections, cultural and historical resources and possible economic benefits of each site. With this information in hand, sponsors and review agencies will be able to discern quickly whether or not a particular project is suitable for a particular location.

**FOUR** Like the L'Enfant Plan, the **Memorials and Museums Master Plan** combines big and little, grand and ordinary. It identifies urban sites and pastoral ones, those on working waterfronts and those in quiet neighborhoods, large sites with high visibility and small ones waiting to be discovered. At the same time, it remains primarily a federal plan developed by the National Capital Planning Commission and the Joint Task Force on Memorials. Of the 102 proposed sites, only 21 are on District or private land. Yet because the latter are so integral to the overall commemorative framework, and potentially so valuable to adjacent communities, federal and District representatives are working on a joint strategy to include them in the final plan. The District is also developing a review process for proposed memorials on its own land.



Improvements to the intersection of New York and Florida Avenues (above right) offer an opportunity for a major memorial. The redesign of the area around the Anacostia Metrorail station (below) could become a focus of neighborhood renewal.





## THE CITY AND THE PLAN

ALTHOUGH 74 OF ITS 102 SITES ARE FEDERAL, THE MEMORIALS AND MUSEUMS MASTER PLAN BENEFITS ALL OF WASHINGTON—WATERFRONTS, BOULEVARDS, PARKS AND NEIGHBORHOODS. THE WATERFRONT CRESCENT WILL CONNECT KEY SITES ALONG THE POTOMAC AND ANACOSTIA RIVERS FROM GEORGETOWN TO KENILWORTH, CREATING A NECKLACE OF COMMEMORATIVE SPACES TO COMPLEMENT THE FORMALITY OF THE MALL AND TO REINFORCE ONGOING EFFORTS TO LINK WATERFRONT PARCELS. THESE SITES WILL ATTRACT RESIDENTS AND VISITORS BACK TO THE RIVERS, WASHINGTON'S GREATEST AND MOST NEGLECTED NATURAL RESOURCE.

The enhancement of Washington's Monumental Corridors will go hand-in-hand with the creation of new Civic Gateways to make the experience of arrival and departure more memorable. North and South Capitol Streets, New York, Georgia and Maryland Avenues and the Anacostia Freeway are only a few of the approaches that can be improved as a result of the master plan.

The 1997 Legacy Plan recommended sweeping transportation improvements to create a more unified, beautiful and equitable city. In addition to expanding Metro capacity and adding light rail, the plan recommended a supplementary system of circulators, water taxis and bicycle paths to help tourists and commuters move easily around the Core. For the new memorial and museum sites to work, visitors must be able to reach them conveniently, which makes the proposed transportation improvements even more critical.



A revitalized South Capitol Street, linking the Capitol to the Anacostia River, could integrate museums and memorials with new shops, offices and housing. The proposed Circulator (left) could connect key museums and memorials to Metrorail and water taxi stops.

Washington's museums and memorials attract 21 million visitors annually, producing \$4.2 billion in revenue. Cultural tourism is second only to government as a share of the regional economy. Yet these benefits are concentrated on the Mall, which is surrounded by official buildings that offer few opportunities for visitors to spend extra money. One reason for distributing new memorials and museums throughout the city is to increase opportunities for direct spending on hotels, restaurants, shops, theaters and transportation. While these attractions are rarely money machines—the average visitor to the Smithsonian shops spends only \$1.24—when strategically integrated with stores, offices, housing and development they can produce substantial economic benefits.

The U.S. Navy Memorial, for example, was developed as part of the Pennsylvania Avenue Development Corporation's restoration of America's Main Street. It is a lively urban plaza surrounded by restaurants, shops, galleries and apartments. Visitors come to the memorial for a concert or other special event, decide to stay around for lunch, then wander past the shops and galleries on neighboring streets. While the Navy Memorial did not cause the redevelopment of this key area, it has clearly reinforced it.

The popular Newseum plans to relocate from Arlington, Virginia to Pennsylvania Avenue and 6th Street, NW, further strengthening the revitalization of downtown Washington. In addition to attracting 500,000 visitors a year, the Newseum will be the centerpiece of a major residential and commercial development. This kind of substantial mixed-use project will help pull visitors off the Mall into the heart of the city. Instead of being dependent on the seasonal ebb and flow of tourists, it will be part of a commercial and residential center that is vibrant throughout the year, offering museum and memorial sponsors the opportunity for year-round visitation.

Beyond their economic and urban design benefits, museums and memorials help to make Washington America's gathering place. They shape its character and define its landscape. They bring people to the city, instruct them, inspire them and keep them here.



Memorials serve as settings for civic celebration as well as solemn commemoration, as at the National Navy Memorial (right). The historic Pension Building, adjacent to the National Law Enforcement Officers Memorial, now houses the National Building Museum (below).





## THE NEW LANDSCAPE OF COMMEMORATION



THE **MEMORIALS AND MUSEUMS MASTER PLAN** INTEGRATES KEY NATURAL FEATURES—RIVERS, RIDGES, OVERLOOKS—WITH THE AVENUES, PARKS AND SQUARES CREATED BY PIERRE L'ENFANT AND SUBSEQUENT PLANNERS. ALTHOUGH IT BUILDS ON THOSE EARLIER PLANS, IT ALSO INTRODUCES NEW ELEMENTS—CRESCENTS, CORRIDORS AND SPECIAL FOCUS AREAS—THAT STRENGTHEN WASHINGTON'S SYMBOLIC AND COMMEMORATIVE CHARACTER.

## THE FRAMEWORK

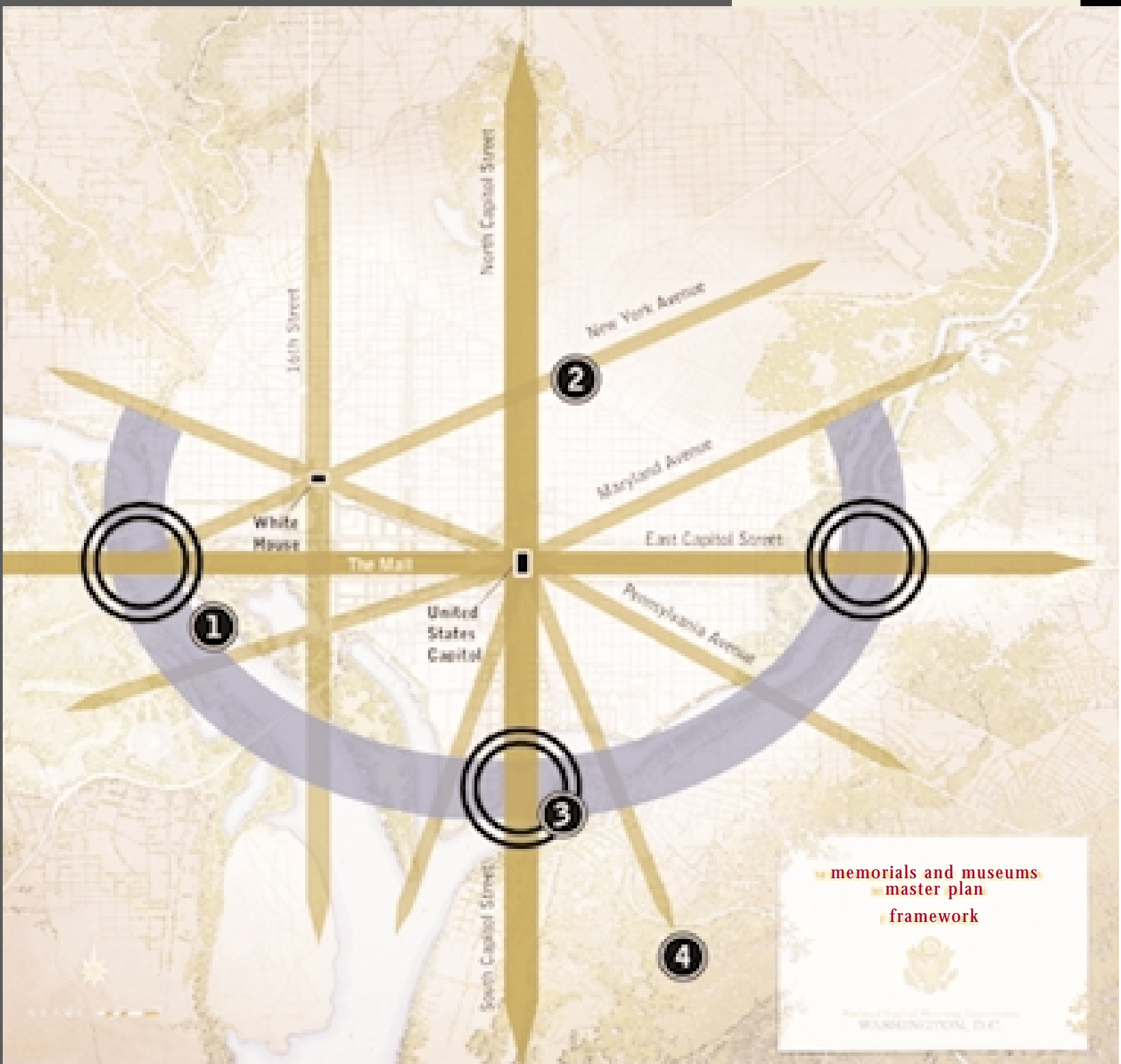
The **Waterfront Crescent** incorporates public lands and open spaces along the Potomac and Anacostia Rivers, including West Potomac Park, the Southeast Federal Center, Washington Navy Yard and Old Anacostia. These sites have spectacular water views as well as potentially strong visual connections to the Capitol, the Washington Monument and other major landmarks.

**Monumental Corridors** are the broad streets and avenues that were part of the original L'Enfant City, and that together with squares, circles and triangles form an internal network of urban spaces with strong commemorative possibilities. Among the most important are North, South and East Capitol Streets, Maryland and Pennsylvania Avenues and 16th Street, NW.

Three **Commemorative Focus Areas** mark the intersections of the Waterfront Crescent and major streets and corridors, such as the juncture of South Capitol Street and the Anacostia River. These areas are sufficiently large and prominent to accommodate memorials and museums of national significance.

In addition to these three major elements, the plan also contains a number of **Special Sites**—some in neighborhoods, others near parks and other scenic areas—that will help to distribute the city's vast historic and cultural resources beyond the traditional tourist orbit.







THE FRAMEWORK DIAGRAM CONSISTS OF A WATERFRONT CRESCENT, MONUMENTAL CORRIDORS, COMMEMORATIVE FOCUS AREAS AND SPECIAL SITES. WHILE EACH HAS ITS OWN ROLE IN THE OVERALL FRAMEWORK, TOGETHER THEY CREATE A NEW GEOGRAPHY OF COMMEMORATION FOR THE NATION'S CAPITAL.



### 1 WATERFRONT CRESCENT

The Potomac and Anacostia Crescent provides opportunities for both major memorials and museums and smaller, understated attractions that would draw people to the water without intruding on adjacent parkland. This modest memorial site in West Potomac Park has its own identity as well as a clear visual relationship to the grander Lincoln Memorial.



### 3 COMMEMORATIVE FOCUS AREAS

South Capitol Street is an extraordinary Commemorative Focus Area on the Anacostia River and the convergence of I-295, I-395 and the South Capitol Street Bridge. Along its entire length are attractive development sites as well as prominent locations for museums and memorials.



### 2 MONUMENTAL CORRIDORS

New York Avenue is both a Monumental Corridor and a key gateway to the District. Its intersection with Florida Avenue would be an ideal location for a major memorial to mark the passage into downtown Washington. Redesigning the intersection might also create a circle or square suitable for a smaller memorial.



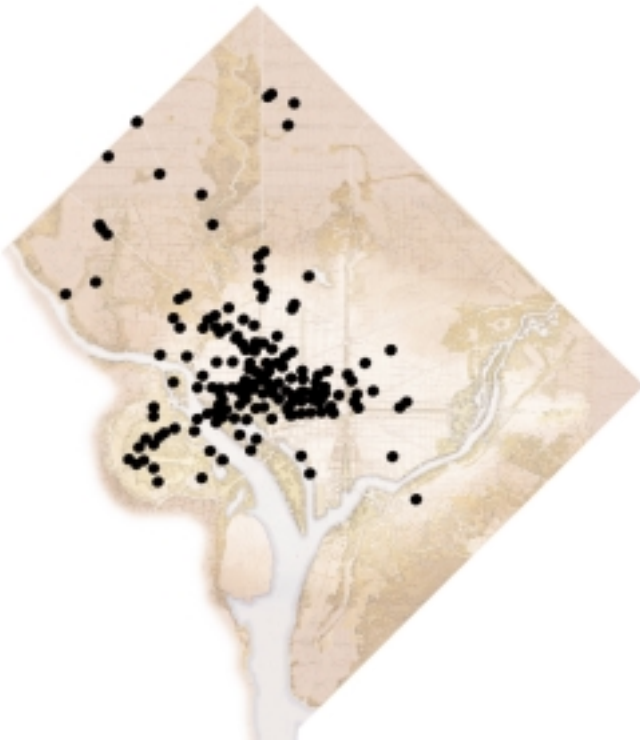
### 4 SPECIAL SITES

Special Sites that reflect the life and culture of a particular neighborhood or area are an important feature of the **Memorials and Museums Master Plan**. This one, at the intersection of Martin Luther King Avenue and Howard Road, near the Anacostia Metrorail station, could become the centerpiece of a new town square that draws the local community together.

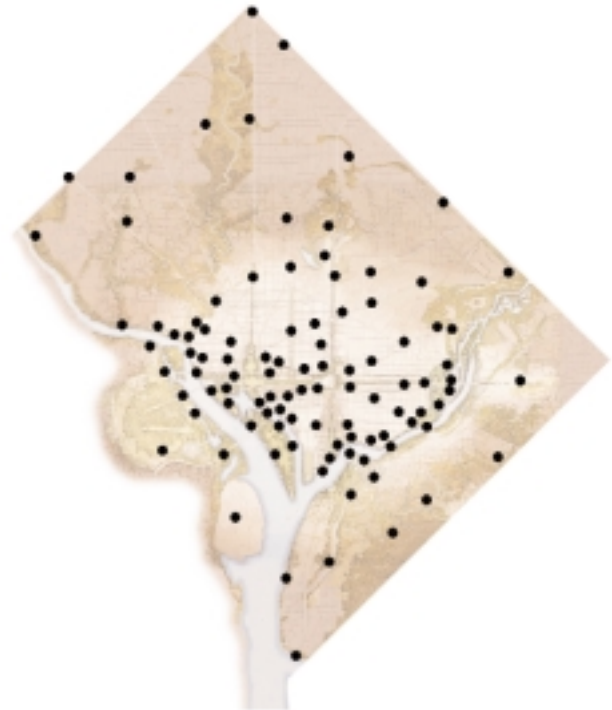


## CANDIDATE MEMORIAL AND MUSEUM SITES

**Existing Sites** Of the 228 existing museums and memorials in Washington, the majority are clustered in or near the Monumental Core, with some to the north and across the Potomac River in Virginia. This has been the pattern for over 100 years, as sponsors have competed to be close to the symbolic heart of the city.



**Proposed Sites** With the rush of new museum and memorial proposals, the heart of the Mall, known as the Reserve, has been declared off limits. Adjacent sites are restricted to works of "pre-eminent historic and national significance." The remaining sites identified in the master plan are spread throughout the city, including its rivers, escarpments and historic neighborhoods.



## FROM PLAN TO ACTION

IMPLEMENTATION IS THE MOST COMPLICATED PART OF ANY PLAN, THE KEY TO ITS SUCCESS AND OFTEN THE REASON FOR ITS FAILURE. THE MEMORIALS AND MUSEUMS MASTER PLAN CONTAINS SPECIFIC SITE-SELECTION GUIDELINES THAT HAVE BEEN ENDORSED BY THE REVIEW AGENCIES AND THAT WILL AID MEMORIAL SPONSORS AND LOCAL RESIDENTS.

The first, and most obvious, is that government officials and review agencies—the National Capital Planning Commission, the Commission of Fine Arts and the National Capital Memorial Commission—will actively promote the redistribution of new memorials and museums throughout the city by selecting alternative sites from the 102 listed in the master plan. The plan also proposes a comprehensive outreach program that encourages individuals, civic groups and professional organizations to participate in and comment on proposals before final decisions are made. This will not only raise public awareness and support, but also produce a broad consensus about the most appropriate sites for new memorials and museums. Beyond these general points, the plan contains specific recommendations for reserving sites, creating necessary infrastructure and funding both.

The master plan outlines strategies for weaving memorials and museums into the urban fabric, and occasionally for securing key parcels of non-federal land to accommodate them. It also encourages the National Park Service, the General Services Administration and the District to reserve sites for commemorative purposes using existing regulations. The District is also developing a review process for memorials on its own land.

Reusing existing buildings and sites is another part of the implementation package. The successful conversion of the Pension Building into the National Building Museum and the Hemicycle at Arlington National Cemetery into the Women in Military Service for America Memorial shows what can be achieved through enlightened stewardship.

Isolation can be fatal to memorials and museums. The master plan encourages collaboration with regional transportation agencies to locate new memorials and museums close to existing or planned Metrorail stations, and in the path of alternative transit, such as water taxis and the future downtown circulator, a system within a system that will transport visitors to major attractions throughout central Washington. Given the importance of the Waterfront Crescent to the master plan, federal and District officials might also consider building riverside landings, possibly as a private franchise.

New sources of funding and new ways of distributing it will also have to be found for the master plan to succeed. In the 1970s and 1980s, for example, the Pennsylvania Avenue Development Corporation remade America's Main Street, including its commemorative spaces, using a combination of public and private funding. The National Capital Revitalization Corporation, created in 1997, could play a similar role in developing future memorials and museums. Its mandate is to create jobs, attract businesses and generally improve the District economy. The federal government has provided an initial grant of \$25 million and Fannie Mae has pledged to invest \$75 million in the Revitalization Corporation's projects, some of which could support new memorials and museums in areas such as South Capitol Street.

The Secretary of the Interior should be authorized to seek appropriated funds for grants or loans to memorial sponsors to defray the cost of site improvements associated with new memorials and museums. This would balance out the large public subsidies now given to memorial and museum sponsors who locate on public land.

## CONCLUSION

HISTORY TELLS US THAT THERE WILL BE NO SHORTAGE OF NEW MUSEUMS AND MEMORIALS IN WASHINGTON IN THE 21ST CENTURY. THIS IS AMERICA'S CAPITAL, THE SEAT OF ITS COLLECTIVE MEMORY, AND COMMEMORATION IS ONE OF THE THINGS THAT MAKES IT SPECIAL. PUBLIC DEBATE HAS ALWAYS BEEN PART OF THIS PROCESS, FROM THE DESIGN OF THE WASHINGTON MONUMENT IN THE 19TH CENTURY TO THE VIETNAM VETERANS MEMORIAL IN THE 20TH. THE DEBATE IS ESSENTIAL, IF SOMETIMES FRUSTRATING; YET THAT ENTIRE PROCESS WOULD BENEFIT IF IT WERE SEEN AS PART OF A COMPREHENSIVE PLAN INSTEAD OF AN ISOLATED EVENT.

THAT IS ONE OF THE BROAD GOALS OF THE **MEMORIALS AND MUSEUMS MASTER PLAN**. IT CLARIFIES THE SITE SELECTION PROCESS BY DESIGNATING A "NO BUILD" ZONE AT THE CROSS-AXES OF THE MALL, AND PROVIDING A LIST OF POTENTIAL SITES THAT ALLOW ANYONE—PLANNER, SPONSOR, CITIZEN, PUBLIC OFFICIAL—TO KNOW IMMEDIATELY WHETHER A PARTICULAR LOCATION AND A PARTICULAR PROJECT ARE RIGHT FOR ONE ANOTHER. SPONSORS WILL STILL HAVE TO



Pershing Park

SECURE CONGRESSIONAL AUTHORIZATION AND WIN APPROVAL FROM THE VARIOUS REVIEW AGENCIES; BUT WITH THE NEW MASTER PLAN THEY WILL KNOW AT THE BEGINNING WHAT'S POSSIBLE AND WHAT'S NOT. AN INVENTORY OF SITES, COMPLETE WITH COMPREHENSIVE EVALUATIONS, WILL GIVE CONGRESS, PUBLIC OFFICIALS AND A CONCERNED PUBLIC A CONTEXT FOR JUDGING SPECIFIC PROPOSALS, AND SPONSORS A BETTER CHANCE OF SECURING AN APPROPRIATE SITE.

THE **MEMORIALS AND MUSEUMS MASTER PLAN** DOES NOT PROPOSE TO FREEZE THE MONUMENTAL CORE. IT OFFERS INSTEAD A PRAGMATIC RESPONSE TO A DAUNTING PROBLEM: BALANCING THE DESIRES OF SPONSORS TO BE IN THE HEART OF THE CITY WITH THE NEED TO PROTECT THE BEAUTY AND OPENNESS OF THE MALL. IT GIVES THE PUBLIC A VOICE WHILE RESERVING FINAL DECISIONS FOR THE REVIEW AGENCIES. IT REAFFIRMS PIERRE L'ENFANT'S VISION OF WASHINGTON AS A CITY WHERE FEDERAL AND LOCAL, GRAND AND ORDINARY, CAN COEXIST TO THE BENEFIT OF BOTH. IT IS AN INSTRUMENT, IN OTHER WORDS, FOR ACHIEVING A DELICATE BALANCE THAT SAFEGUARDS THE QUALITIES THAT MAKE WASHINGTON UNIQUE.



## Policies for New Museums and Memorials

The **Memorials and Museums Master Plan** establishes policies for the siting and design of new memorials and museums throughout the District of Columbia. Review agencies must consult these policies in evaluating proposals for new commemorative works in the Nation's Capital.

### Sites

1. Preserving the integrity of the Monumental Core, its vistas, open spaces and recreation areas is the primary objective of limiting the number of new museums and memorials.

2. New memorials and museums are to be encouraged in all quadrants of the city as a way of reinforcing local communities and local revitalization efforts.

3. No new memorial or museum may be located within the Reserve, as defined in the **Comprehensive Plan for the National Capital**.

4. Only museums and memorials of the "highest historical and national significance" may be located in Area 1; however, no museums may be located in East Potomac Park or other park land in Area 1.

5. New memorials proposed for Area 1, as defined in the Commemorative Works Act, shall be limited to sites identified in the master plan. Those proposed for areas outside Area 1 should locate on sites identified in the master plan.

6. The U.S. Capitol grounds should be off limits to new memorials.

7. All new memorial and museum sites should be appropriate to their subject, and respectful of their immediate surroundings and neighborhoods.

### Design

1. Memorials and museums should reinforce key design features of the L'Enfant and McMillan Plans, including major streets and avenues, waterfronts and scenic overlooks.

2. Special attention should be paid to locating new memorials and museums along major approaches to the District and the Monumental Core.

3. Placing new memorials along the Potomac and Anacostia Rivers will help to reconnect Washington to its most important natural resource.

4. Prominent sites, such as promontories and broad intersections, should be reserved for significant memorials.

5. New memorials must not encroach on neighboring memorials and open spaces.

6. Recycling older buildings into new museums and memorials is sound planning, as shown by the success of the Pension Building in Judiciary Square and the Hemicycle at Arlington National Cemetery.

7. Essential visitor support services at memorial sites shall not detract from the commemorative purpose of the memorial, lessen the visitor's experience, nor interfere with views and vistas.

### Connections

1. Whenever possible, new museums and memorials should serve as catalysts for economic development and for public and private urban design improvements.

2. Museums and memorials should enhance the image and identity of their surroundings. New museums and memorials should take advantage of existing infrastructure, especially public transportation.

3. Locating commemorative works close to other civic projects will likely increase tourism and educational opportunities.

4. Memorials and museums should support established land uses and local planning objectives.

5. The District government, Advisory Neighborhood Commissions and neighborhood groups will be consulted in planning museums and memorials outside the Monumental Core.



### Candidate Memorial/Museum Sites

Sites 1 through 19 are considered Prime Sites

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|--|--|
| 1 Memorial Drive George Washington Memorial Parkway, west of Memorial Bridge                       | 20 Along Potomac River shoreline in West Potomac Park, west of FDR Memorial  |
| 2 E Street expressway interchange on the east side of the Kennedy Center, NW                       | 21 Maryland Avenue near Anacostia Park and Langston Golf Course, NE (at 22nd Street)                               |
| 3 Intersection of Maryland and Independence Avenues, SW (between 4th and 6th Streets)              | 22 West shore of the Anacostia River at Massachusetts Avenue, SE   |
| 4 Kingman Island (Anacostia River)   | 23 Anacostia Park, SE (old Architect of the Capitol Nursery) south of Anacostia River                              |
| 5 Freedom Plaza on Pennsylvania Avenue, NW between 13th and 14th Streets, NW                       | 24 Woodrow Wilson Plaza (or Benjamin Franklin Circle), 12th or 13th Streets, south of Pennsylvania Avenue, NW      |
| 6 Potomac River waterfront on Rock Creek Parkway south of the Theodore Roosevelt Bridge            | 25 Northeast corner of Louisiana Ave and 1st Street, NW  |
| 7 East Capitol Street east of 19th Street (north of the Armory - current west entrance to RFK)     | 26 Washington Avenue (Canal Street) at 2nd Street, SW  |
| 8 South Capitol Street terminus at the Anacostia River (Florida Rock 'amenity' site), SE/SW        | 27 In East Potomac Park on Washington Channel, across from 7th Street, SW  |
| 9 10th Street Overlook at south end of L'Enfant Promenade, SW (10th Street)                        | 28 Daingerfield Island on George Washington Memorial Parkway, south of National Airport                            |
| 10 Constitution Gardens south of Constitution Avenue   | 29 On the grounds of St. Elizabeths Hospital, SE   |
| 11 Walt Whitman Park along E Street between 19th and 20th Streets, NW                              | 30 On the north shore of Oxon Cove, SW   |
| 12 On the Tidal Basin on Maine Avenue west of 14th Street, SW (just north of Outlet Bridge)        | 31 Fort Davis Park north of Pennsylvania Avenue, SE (Bowen Road and 38th Street)                                   |
| 13 In East Potomac Park on the Potomac River at the current railroad and/or Metrorail bridges      | 32 Northeast corner of Maryland and Constitution Avenues, NE   |
| 14 The intersection of New York and Florida Avenues (and new Metrorail Station)                    | 33 Northeast corner of Maryland Avenue and D Street, NE  |
| 15 Pennsylvania Avenue and the Anacostia River at west end of the Sousa Bridge                     | 34 Northeast corner of Pennsylvania and Independence Avenues, SE   |
| 16 Anacostia River waterfront south shore in Anacostia Park, SE (just east of the Douglass Bridge) | 35 Intersection of Pennsylvania and South Carolina Avenues at D Street, SE (near Eastern Market Metrorail Station) |
| 17 West of North Capitol Street on McMillan Reservoir Grounds, NW (sand filtration plant)          | 36 Circle at the intersection of Pennsylvania and Potomac Avenues, SE (near Potomac Avenue Metrorail Station)      |
| 18 South of Ash Road at the site of the NPS horse stables, West Potomac Park                       | 37 Anacostia River waterfront in the Southeast Federal Center, SE  |
| 19 The intersection of Maryland and Virginia Avenues, SW between 7th and 9th Streets               | 38 On the north shore of the Anacostia River, immediately east of the Douglass Bridge, SE                          |





- 39 East Potomac Park on Washington Channel between golf course and Hains Point, SW
- 40 East Potomac Park on Potomac River between golf course and Hains Point, SW
- 41 East of 14th Street and north of the expressway (1-395) within the Portals project, SW
- 42 East side of Washington Channel at Water Street and 7th Street, SW
- 43 Along Potomac River shoreline in West Potomac Park south of the Lincoln Memorial
- 44 Either in Edward Murrow (18th/19th) or James Monroe (20th/21st) Parks on Pennsylvania Avenue, NW
- 45 Either of two existing park triangles on either side of 25th Street on Pennsylvania Avenue, NW
- 46 In Rock Creek Park between M Street and Pennsylvania Avenue, NW
- 47 Intersection of Massachusetts and Florida Avenues with 22nd and Q Streets, NW
- 48 Intersection of Pennsylvania and Constitution Avenues, NW near 3rd Street
- 49 Intersection of Eastern Avenue and 16th Street, NW
- 50 D.C. side of Chain Bridge, NW on the Potomac River (on Canal Road)
- 51 The intersection of Canal Road and Foxhall Road, NW on the Potomac River
- 52 The northern end of Key Bridge at M Street, NW (and the Whitehurst Freeway)
- 53 North of Massachusetts Avenue, NW (and Macomb Street) at Glover Archbold Parkway
- 54 Tenley Circle Reservations at Wisconsin/Nebraska Avenues and Yuma Street, NW
- 55 Potomac River at Rock Creek Parkway at west side of Kennedy Center
- 56 East side of Rock Creek at the end of Virginia Avenue, NW
- 57 On the Potomac River at the foot of Wisconsin Avenue, Georgetown Waterfront Park
- 58 North of the Pentagon North Parking area on Boundary Channel in Virginia
- 59 On the Virginia side of the Theodore Roosevelt Bridge
- 60 In East Potomac Park on the west shore of the Washington Channel at Case Bridge
- 61 New Washington Convention Center at Mount Vernon Square (Massachusetts and New York Avenues, NW)
- 62 Intersection of New York and New Jersey Avenues and M Street, NW
- 63 Anacostia River north shoreline east of 11th Street between the Martin Luther King Memorial and Sousa Bridges
- 64 South side of Martin Luther King Memorial Bridge (11th Street) on the Anacostia River
- 65 Virginia side of the 14th Street Bridge near the location of the old Twin Bridges Marriott
- 66 The intersection of New York, West Virginia, and Montana Avenues, NE
- 67 Pennsylvania Avenue Sousa Bridge east intersection with the Anacostia Freeway (on the Anacostia River)
- 68 North shore of the Anacostia River in the Washington Navy Yard, SE
- 69 North side of Martin Luther King Memorial Bridge (11th Street) east of Washington Navy Yard, SE
- 70 Between 16th and W Streets and Florida and New Hampshire Avenues, NW (south of Meridian Hill Park)
- 71 Intersection of Maryland and Florida Avenues and Benning Road, NE
- 72 Maryland Avenue in the general location of the entrance to the National Arboretum
- 73 New Hampshire and Georgia Avenues, NW (Georgia Avenue-Petworth Metrorail Station)
- 74 West shoreline of Kingman Lake (Anacostia River), northeast of RFK Stadium, NE
- 75 West shoreline of Kingman Lake (Anacostia River), southeast of RFK Stadium, SE
- 76 Fort Chaplin Park on East Capitol Street (at approximately Fort Drive), west of Benning Road

- 77 Southeast Federal Center at M Street, SE
- 78 At Anacostia Metrorail Station south of Howard Road, SE (on either WMATA or federal property)
- 79 Landscaped deck over 1-66 (between Fort Myer Drive and Lynn Streets) at Key Bridge, Arlington
- 80 Circle in front of entrance to historic terminal at Reagan National Airport
- 81 Marina on the Potomac River in Bolling Air Force Base, SW (between Chanute and Edwards Places)
- 82 Fort Stanton Park north of Suitland Parkway, SE (20th Street)
- 83 Rhode Island Avenue Metrorail Station
- 84 Fort Totten Metrorail Station (or located in Fort Totten Park)
- 85 On U.S. Soldiers' and Airmen's Home grounds, NW (west of North Capitol Street)
- 86 Northwest corner of 16th Street and Military Road (in Rock Creek Park, NW)
- 87 South of Military Road (at 27th Street) or north of Military Road, NW (east of Oregon Avenue)
- 88 Circle at Massachusetts and Western Avenue, NW (at entrance to Dalecarlia Parkway)
- 89 South of V Street, west of Half Street, SW
- 90 Intersection of Georgia and Eastern Avenues, NW
- 91 On 8th Street, NW on Barry Street (Banneker Recreation Center)
- 92 Glenwood Cemetery, just north of Rhode Island Avenue and east of North Capitol Street
- 93 Fort Lincoln. On the north side of New York Avenue, NE west of the Anacostia River
- 94 On north side of Alabama Avenue, SE immediately east of St. Elizabeths (near Congress Heights Metrorail Station)
- 95 Navy Annex just north of Washington Boulevard (in Arlington, Virginia)
- 96 On Eastern Avenue and Barnard Hill Drive, NE between Rhode Island and Michigan Avenues
- 97 At the intersection of M Street and Delaware Avenue, SW
- 98 At the intersection of New Jersey and Massachusetts Avenues, NW
- 99 At the intersection of South Capitol Street and Anacostia Freeway (I-295), east side
- 100 Adjacent to the Brentwood Maintenance Facility on New York Avenue, NE (east of Florida Avenue)
- 101 Intersection of Massachusetts, South Carolina, and Independence Avenues, SE
- 102 On the north side of the National Museum of American History, 14th Street and Constitution Avenue, NW

The **Memorials and Museums Master Plan** is being prepared by the National Capital Planning Commission as part of its mission as the central planning agency for the federal government in the Washington region. NCPC has developed this draft plan in cooperation with the Commission of Fine Arts and the National Capital Memorial Commission. Since 1997 these three organizations have been working together as a Joint Task Force to explore the issues affecting future memorials and museums. A team of nationally recognized planning and design professionals has assisted in offering creative approaches to the master plan work. In addition, the Joint Task Force has consulted with numerous local business, community, and professional groups in the preparation of this draft plan.

This document summarizes a more comprehensive draft master plan. To obtain a copy of the draft technical report or to comment on the master plan, contact Ronald Wilson, National Capital Planning Commission, 401 9th Street, NW, North Lobby, Suite 500, Washington, D.C. 20576; telephone: 202-482-7200; info@ncpc.gov.

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